

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: July 19-20, 2006

Reference No.: 2.3a.
Action Item

From: CINDY McKIM
Chief Financial Officer

Prepared by: Mark Leja
Division Chief
Design

Subject: **ROUTE ADOPTION, 03-PLA-65 PM R12.4/R22.8 (KP R19.9/R36.7)**
RESOLUTION HRA 06-02

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the attached Resolution HRA 06-02 and exhibit authorizing the location of a route adoption for State Route (SR) 65 in the city of Lincoln, county of Placer.

ISSUE:

The Department, the city of Lincoln, the Federal Highway Administration (FHWA), and the Placer County Transportation Planning Agency (PCTPA) propose to modify the adopted route for SR 65 in Placer County and in the vicinity of the city of Lincoln. It is recommended that the Commission approve the resolution in accordance with the recommendation of the Chief Engineer. The resolution grants approval of the Lincoln Bypass route adoption of SR 65 in the city of Lincoln, county of Placer from Post Mile R12.4 to R22.8. (Kilo Post R19.9 to R36.7)

Recommended by: _____
RICHARD D. LAND
Chief Engineer

BACKGROUND:

SR 65 serves as a major north-south highway along the east side of the Sacramento Valley. It was included as part of the State Highway System under authorization of the State Highway Act of 1909, and was made part of the California Freeway and Expressway system in 1959. The original construction from Roseville to Lincoln, then designated as SR 3, took place between 1912 and 1914 and was adopted as a freeway by the California Highway Commission on May 20, 1964. SR 65 connects the urbanized areas of Sacramento and Roseville with the cities of Lincoln, Wheatland, Marysville and Yuba City. SR 65 begins in Roseville at Interstate 80 extending to the junction of SR 70 in Yuba County. Legislation was passed in 1985 extending the legislative description of the route to SR 99 in Yuba City.

Since the 1964 freeway adoption, there have been considerable changes in land uses along the existing alignment from Roseville through Lincoln. Once primarily agricultural in nature, the past thirty years has seen a shift to industrial, residential, and commercial land uses within the corridor. The city of Lincoln, recognizing the considerable changes in land use along this corridor, requested the Commission consider approving a modification to the current adopted alignment on March 24, 1987. This project is one of several transportation projects responding to the growth in the area.

Continued growth in south Placer County and the Sacramento Valley has resulted in the need for a new and improved SR 65 corridor, which would alleviate congestion in the city of Lincoln while providing for improved inter-regional traffic flow. The existing facility through Lincoln is a "Main Street" highway, which will not serve the ultimate transportation needs of the region. As traffic volumes continue to increase, SR 65 within downtown and south of the city of Lincoln has exceeded available capacity.

The existing road between the city of Lincoln and town of Sheridan is a two-lane conventional highway. Right of way in this vicinity is typically 100-110 feet (30.5 to 33.5 meters) wide. Between the city of Lincoln and the town of Sheridan, there are two passing opportunity locations; each approximately 1.5 miles (2.4 kilometers). Curves and left-turn channelization along this section of highway limit passing opportunities. From the town of Sheridan north, the route continues as a two-lane conventional highway, passing through the town of Wheatland, slowing down traffic to 35 mph. Three miles north of the town of Wheatland, the highway becomes a four-lane freeway and terminates at the SR 99 in Yuba City.

The Department prepared a Project Study Report for the Lincoln bypass in July 1987 that analyzed 16 alternatives. The Draft Project Report was approved on November 5, 2002, and analyzed a no build alternative and six viable alternatives. On May 17, 2006, the Project Report was approved recommending the preferred alternative as depicted on the attached route adoption map.

This project will allow for the identification and preservation of a new corridor for the eventual staged construction of a four-lane freeway with interchanges at selected locations and the ultimate relinquishment of a portion of the existing SR 65 to the city of Lincoln and Placer County. The project begins near the junction of Industrial Avenue and SR 65 just south of the city of Lincoln and extends to the Bear River, just north of the town of Sheridan.

The Lincoln Bypass project will provide a substantial benefit in accommodating regional traffic and helping to relieve congestion and improve safety on existing SR 65 through the city of Lincoln. Without the bypass, future traffic congestion will create gridlock conditions within and surrounding the city of Lincoln. The bypass will accommodate projected traffic volumes through the year 2025.

The Lincoln Bypass project consists of a four-lane freeway and two-lane expressway and includes right-of-way acquisition for an ultimate freeway. This project will include four lanes from just south of Industrial Avenue to just north of North Ingram Slough. From north of North Ingram Slough, the project will include two lanes up to the northern tie-in with existing SR 65 near the town of Sheridan. Industrial Avenue will be a partial interchange and the proposed Ferrari Ranch Road will be an undercrossing. At-grade intersections will be constructed at Nelson Lane, Wise Road and Riosa Road. This project has an overcrossing structure at Nicolaus Road and an overcrossing at UPRR/Industrial Avenue. As funding becomes available, the ultimate facility will include extending the four-lane configuration northward from North Ingram Slough to the town of Sheridan.

The project is currently programmed for \$262,334,000 for support and capital costs in the 2006 State Transportation Improvement Plan. The Department and local partners are financing this project jointly. The programmed funds include \$84,139,000 in the 2006 Regional Transportation Improvement Program by the PCTPA, \$108,685,000 in the 2006 Interregional Transportation Improvement Plan, and additional FHWA demonstration funds, local funds, and developer funds.

Advisory and Mandatory Design Exceptions were approved on September 6, 2002.

The Department approved the Project Report on May 17, 2006. An Environmental Impact Report and Environmental Impact Statement was completed in conformance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). A concurrent request for the Commission to consider a new public road connection and consider the project for future consideration of funding is under Reference No. 2.2c.(5).

The adoption of the Lincoln Bypass will create a break in system continuity for SR 193. There are discussions with the city of Lincoln for the "legislative relinquishment" of SR 193 within its' jurisdiction. To maintain system continuity, the legislation proposes that the city of Lincoln install and maintain signs directing motorists to the continuation of SR 193 to the east and SR 65 and I-80 to the west. The city of Lincoln is required to apply for approval of a Business Route designation for that portion of the relinquished highway. The city of Lincoln has also agreed to install and maintain signs for the traveling public when Ferrari Ranch Road is designated as the main arterial route between SR 65 and the continuation of SR 193. The relinquishment cooperative agreement will convey the same continuity message.

A Freeway Agreement will be developed and executed with the city of Lincoln and the county of Placer after Commission approval of the route adoption.

Attachments
Resolution HRA 06-02
Route Adoption Map

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution Adopting a Freeway
03-Pla-65 PM R12.4/R22.8 (KP R19.9/R36.7)**

Resolution HRA 06-02

WHEREAS, the Department of Transportation has completed studies and the public hearing process relative to the location for State Highway Route 65 from 0.6 miles (1 kilometer) south of Industrial Avenue to 0.9 miles (1.5 kilometers) south of Bear River in the city of Lincoln, county of Placer; and

WHEREAS, the Department of Transportation has completed an Environmental Impact Report in compliance with the California Environmental Quality Act and Department regulations, and the studies have determined that the location of the preferred alternative for State Route 65 is along the alternative D13 north modified alignment; and

WHEREAS, the project will have impacts on the environment that will be mitigated.

NOW, THEREFORE, BE IT RESOLVED by the California Transportation Commission that pursuant to the authority vested in it by law, this Commission does hereby select, adopt and determine the location of that segment of State Highway Route 65 in the city of Lincoln, county of Placer, from 0.6 miles (1 kilometer) south of Industrial Avenue [Post Mile R12.4 (Kilo Post R19.9)] to 0.9 miles (1.5 kilometers) south of Bear River [Post Mile R22.8 (Kilo Post R36.7)], and officially designated as 03-PLA-65, as said location is shown on the map submitted on June 23, 2006, by Mark Leja, Chief Design Engineer; and

BE IT FURTHER RESOLVED that said segment of State highway is hereby declared a Freeway, as said term is defined in the Streets and Highways Code, and shall have the status of a freeway for all purposes provided by law and is hereby designated a part of the California Freeway and Expressway System; and

BE IT FURTHER RESOLVED that this Commission has found and determined and hereby declares that such the location of said State highway is for the best interest of the State.

